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[a1351]

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Hongkong, 29th October, 1910.

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LESSEE AND MANAGER: B. H. STEPHENSON
Hongkong, 27th May, 1911. [a577]

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No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, MAY 29TH, 1911.

The census returns of Great Britain are always important and always interesting, inasmuch as they afford an indication of the progress of the nation, but the provisional figures which have come to hand during the past few days possess a significance which was not to be noted, at least to any great extent, in previous decennial returns.

The outstanding feature of the census of 1911 is the distinct fall in the rate of increase in England and Wales, the depopulation of Ireland, and the arrested progress in Scotland. Taking England and Wales first, it will be seen that the population on the provisional figures given is thirty-six millions, or, roughly, an increase of three and a half millions in the past decade. This rate of increase is slightly over 10 per cent., which represents the lowest rate yet recorded since 1801, when the first accurate census of the United Kingdom was taken. Between 1891 and 1901 it was 12.17, which was an advance on the 11.65 of the previous decade, the lowest rate of increase previously recorded.

But if England and Wales have not shown the virility of former census periods, an even less satisfactory condition of affairs has become apparent in both Ireland and Scotland. In the former country it is sad to contemplate the steady stream of emigration which has continued since 1841. In that year the population of Ireland stood at over eight millions, more than half that of England and Wales. Now it has fallen to just over

four millions, a decrease of fifty per cent. in seventy years, and that, too, in spite of all the legislation which has been attempted in recent years to ameliorate the lot of the peasantry. Had both kingdoms maintained the same rate of increase Ireland should have had a population of nineteen millions to the present thirty-six millions of England and Wales, but while the latter has steadily advanced the former has just as steadily declined. And there is nothing to show that this decrease will not continue.

Ireland has always represented a political problem for England, but such figures should give our statesmen furiously to think. Although the complete returns for Scotland have not yet been published, the figures supplied for the cities and numerous rural districts are startling. The total will not perhaps represent a decrease in the population of this country, but the results show an arrested progress in the cities and a tremendous decline in the country districts.

Of course the explanation is the same as in Ireland. Other lands are attracting the people, and the volume of emigration is yearly increasing. While the Empire benefits by needed accretions of labour in the new Colonies, the United Kingdom cannot but suffer such a serious loss.

The Scottish returns would show that not only are the sturdy sons of the soil leaving for the American Continent, but that the artisans in the towns, disheartened by bad times in recent years, are emigrating in ever-growing numbers. In the intercensal period 1901 to 1910 almost a quarter of a million people have left Scotland for places out of Europe, and when it is remembered that the population of the country is not five millions the tremendous drain will perhaps be realised. The causes of emigration are, of course, apparent. The possibility of wealth, and to a greater extent, the probability of a comfortable living hold out by the Dominions, is bound to attract a large proportion of artisans and peasants from the United Kingdom. But when in addition to this wholesale depopulation there has to be noted a general decrease in the birth-rate it will have to be admitted that Great Britain is falling behind in the race for numbers. Of course there is comfort in the fact that she is not alone in that respect, and that the condition indicated represents the tendency of the age. The day of large families seems to have passed, and it is doubtful if even the preachings of a ROOSEVELT can bring the old conditions to pass again. Besides, there is solace in the reflection that if the birth-rate is declining, so is the death rate, and if improved economic conditions follow, better health circumstances—a problem which should not be beyond the wisdom of statesmen—then Great Britain may find that even in point of numbers she is able to keep her place among the nations of the world.

The British Controller-General of Patents and Trade Marks has informed the Manchester Chamber of Commerce that at the forthcoming Conference on International Protection for Trade Marks and Designs the British delegates will urge upon other countries to introduce into their trade marks legislation what is known in the British law as Lord Houghton's clause, which would give a right of protection to any person who could establish use in a country irrespective of whether he had registered his mark or not.

This, the Chamber points out, is the greatest desideratum in China and Japan, and would do much to put an end to the unsettled state of affairs, and the uneasiness which the owners of British trade marks experience in using their insignia in shipping to these countries.

Through the recent resignation of Mr. W. A. Campbell, who has been for so many years the popular and capable Chinese Secretary to H. B. M.'s Legation in Peking, the following appointments, says the China-Times, have been gazetted as from May 12:—Mr. S. Barton, at present acting, is promoted to be Chinese Secretary at Peking; Mr. H. Phillips, at present assistant Chinese secretary at Peking, is promoted to be one of H. B. M.'s Vice-Consuls in China; Mr. G. A. Combe, who left Tientsin a year ago, and who is now acting Vice-Consul at Canton, is promoted to be a First Assistant in H. B. M.'s Consular Service in China; and Mr. L. M. King, Commissioner of Customs, is promoted to be a Second Assistant in the Consular Service. Mr. Robert MacLeod Hodgson has been appointed Consul at Vladivostok.

Tenders for the letting of the old Post Office are called for in the Gazette.

It is stated that about four tons of barrels were taken from the bottom of H. M. S. *Tamar*.

The Hongkong Government has declared Holkow to be an infected port on account of cholera.

The English and French mails of the 29th and 25th April were delivered in London on the 26th May.

Two fresh cases of plague (both fatal) were reported on Saturday. This brings the total for the year up to 58.

A Court of Enquiry is to assemble at the Ordnance Office, Hongkong, on Tuesday, to inquire into the loss of certain stores by the sinking of a service launch.

Major J. B. G. Tulloch, Yorkshire Light Infantry, has been appointed General Staff Officer in South China, in succession to Major A. H. S. Hart-Syntor, D.S.O., East Surrey Regiment.

A sentence of three weeks' imprisonment and four hours' stocks was imposed on a native, by Mr. F. A. Hazelton, at the Magistracy on Saturday for stealing bark from timber at the Kowloon godowns.

It is announced in the Gazette that portions of the Hongkong Exhibits at the Imperial Institute have been lent for exhibition at the Festival of Empire which is to be held at the Crystal Palace during the current summer.

In the Army Orders the troops are cautioned on account of plague against frequenting that part of the City of Victoria lying between Queen's Road on the South, Bonham Road, on the North, Western Street on the West, and Eastern Street on the East.

At the Magistracy on Saturday two men were charged with attempted armed robbery in an unnumbered house in Shanghai Street, Yau Ma Tei, in which at the time there was jewellery, money, etc., to the value of \$15,000. From information received the police were successful in frustrating another serious armed robbery and arrested the two men red-handed. There were four in all, but two escaped. The first defendant was pleading guilty, and the second defendant not guilty. The case was remanded till Thursday June 1st.

A letter in reply to that written by "An Unfortunate" is held over until to-morrow.

The tobacconist's shop in Pedder Street occupied by Mr. Fison was broken into on Friday night, admittance being gained through a pane of glass and opening the vault. Goods to the value of about \$100 were stolen.

A Chinese schoolmaster engaged at the Bolles Girls' School has notified the police that during his absence from his residence in Hollywood Road on Thursday, someone removed a pane of glass from one of the windows, and took away a clock valued \$3 which was standing on an adjacent shelf.

On Friday afternoon H. E. the Governor presented trophies to the following winning teams of the Hongkong School Football League at Government House:—Senior Competition—Schools' Shield—St. Joseph's College; Junior Competition—Governor's Cup—presented by H. E. Sir Frederick Lugard—Wan Chai School. Each member of the winning teams received a small shield with his name engraved on it. Tea was afterward served on the north verandah of Government House.

The American Chargé d'Affaires in Bangkok is informed that arrangements have been completed for floated a loan of 100,000,000 francs, which will be taken up by French banks, for the construction of a railway from Battambang to Phnom Penh, to facilitate traffic between Saigon, in Cochinchina, and Bangkok. The country through which the railway will lie has undergone unprecedented development in the past few years. Rubber, sugar, rice, and maize are among the chief products of the region.

His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:—Ordinance No. 3 of 1911, entitled—An Ordinance to amend The Defences (Sketching Prevention) Ordinance, 1895, and to control balloonists and others who have special opportunities for obtaining information respecting the defences of the Colony. Ordinance No. 5 of 1911, entitled—An Ordinance to amend the Police Force Ordinance, 1900. Ordinance No. 6 of 1911, entitled—An Ordinance to amend the Harbour Refuge Ordinance, 1909.

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Through the recent resignation of Mr. W. A. Campbell, who has been for so many years the popular and capable Chinese Secretary to H. B. M.'s Legation in Peking, the following appointments, says the China-Times, have been gazetted as from May 12:—Mr. S. Barton, at present acting, is promoted to be Chinese Secretary at Peking; Mr. H. Phillips, at present assistant Chinese secretary at Peking, is promoted to be one of H. B. M.'s Vice-Consuls in China; Mr. G. A. Combe, who left Tientsin a year ago, and who is now acting Vice-Consul at Canton, is promoted to be a First Assistant in H. B. M.'s Consular Service in China; and Mr. L. M. King, Commissioner of Customs, is promoted to be a Second Assistant in the Consular Service. Mr. Robert MacLeod Hodgson has been appointed Consul at Vladivostok.

Tenders for the letting of the old Post Office are called for in the Gazette.

It is stated that about four tons of barrels were taken from the bottom of H. M. S. *Tamar*.

The Hongkong Government has declared Holkow to be an infected port on account of cholera.

The English and French mails of the 29th and 25th April were delivered in London on the 26th May.

Two fresh cases of plague (both fatal) were reported on Saturday. This brings the total for the year up to 58.

A Court of Enquiry is to assemble at the Ordnance Office, Hongkong, on Tuesday, to inquire into the loss of certain stores by the sinking of a service launch.

Major J. B. G. Tulloch, Yorkshire Light Infantry, has been appointed General Staff Officer in South China, in succession to Major A. H. S. Hart-Syntor, D.S.O., East Surrey Regiment.

A sentence of three weeks' imprisonment and four hours' stocks was imposed on a native, by Mr. F. A. Hazelton, at the Magistracy on Saturday for stealing bark from timber at the Kowloon godowns.

It is announced in the Gazette that portions of the Hongkong Exhibits at the Imperial Institute have been lent for exhibition at the Festival of Empire which is to be held at the Crystal Palace during the current summer.

In the Army Orders the troops are cautioned on account of plague against frequenting that part of the City of Victoria lying between Queen's Road on the South, Bonham Road, on the North, Western Street on the West, and Eastern Street on the East.

At the Magistracy on Saturday two men were charged with attempted armed robbery in an unnumbered house in Shanghai Street, Yau Ma Tei, in which at the time there was jewellery, money, etc., to the value of \$15,000. From information received the police were successful in frustrating another serious armed robbery and arrested the two men red-handed. There were four in all, but two escaped. The first defendant was pleading guilty, and the second defendant not guilty. The case was remanded till Thursday June 1st.

A letter in reply to that written by "An Unfortunate" is held over until to-morrow.

The tobacconist's shop in Pedder Street occupied by Mr. Fison was broken into on Friday night, admittance being gained through a pane of glass and opening the vault. Goods to the value of about \$100 were stolen.

A Chinese schoolmaster engaged at the Bolles Girls' School has notified the police that during his absence from his residence in Hollywood Road on Thursday, someone removed a pane of glass from one of the windows, and took away a clock valued \$3 which was standing on an adjacent shelf.

On Friday afternoon H. E. the Governor presented trophies to the following winning teams of the Hongkong School Football League at Government House:—Senior Competition—Schools' Shield—St. Joseph's College; Junior Competition—Governor's Cup—presented by H. E. Sir Frederick Lugard—Wan Chai School. Each member of the winning teams received a small shield with his name engraved on it. Tea was afterward served on the north verandah of Government House.

The American Chargé d'Affaires in Bangkok is informed that arrangements have been completed for floated a loan of 100,000,000 francs, which will be taken up by French banks, for the construction of a railway from

RANDOM REFLECTIONS.

Try as we may to rise superior to the weather these days, it is difficult to get away from the somewhat depressing conditions which the continuous rain has created. It has put an end to all sport, and those who make the little exercise afforded by tennis or some other outdoor games are feeling a little stale. But it cannot last for ever, and maybe the new moon which came along last night will bring with it better climatic conditions.

The only local interesting event of the week was the trial of the Chinese journalist for publishing seditious literature. The language in which the attacks on the Government of China and their officials was couched was decidedly artistic, and the allegory so freely employed to teach the lessons sought to be conveyed seems far beyond the prose efforts of English journalists. Still, attacks on a friendly Government cannot be allowed, and in the words of the Attorney-General the asylum afforded by Hongkong cannot be turned into an arsenal, and the patriotic editor is learning a lesson which will no doubt have its effect on others.

I have been told of an amusing incident which is said to have occurred in a local millinery establishment. Three ladies entered apparently with the object of selecting some new article of head wear, and they had experimented with several, but could not make a selection. At last they caught sight of a hat which had been overlooked up till that point. The master tried it on and declared that it was sweet. Her daughter also donned it and expressed the opinion that it was chic. Their companion also admired herself under the creation and went into raptures over it also. They stood discussing the hat for some time and found it difficult to decide who should have it, when a meek voice from a lad, who had not been observed was heard, "When you have finished with my hat I will put it on." Tableau! ***

Many folks who know Hongkong would, I am sure, refuse to believe that the question of the moment in the Colony is concerned with milk. Not a few may have forgotten how the liquid is obtained, but we still make a brave show by discussing condensed milk and its use for babies. Apparently there is a lot more to be said on the subject than we have yet heard, and the Legislative Council will have a chance to better inform on the subject this week than it was at the last meeting.

If we are to have no better weather than we had on Wednesday on the occasion of Empire Day the forthcoming holidays will not be anticipated with any enthusiasm. A holiday falls due on Saturday on the occasion of the anniversary of the birthday of King George, and another comes on Monday, which brings us to Whiteweek. Then two or three weeks later we should be celebrating the Coronation, and of course there will be little thought of work at that time.

A poor clerk in Hongkong had a windfall last week. He with his two sons held the winning number in a lottery, and he was so excited when he heard the news that he could not find utterance, but broke into a cold perspiration. His joy was increased when he found that his sons did not wish to participate financially in the transaction, and when he realized that the whole fifteen thousand was his own he was indeed a happy man.

Some time ago I drew attention to the Coronation presentation to be made by the Maries of Great Britain to Queen Mary, and suggested that our loyal ladies in Hongkong would doubtless like to identify themselves with a similar gift. But there has been no response, and as most of our ladies have to adopt their husbands' names it is little use looking in the Directory for Maries. It is rather late now to attempt such a presentation. The Georges, I understand, in Hongkong have been more enterprising.

In this connection I am reminded of a novel project for a national memorial to the late King Edward which is propounded by a retired navy captain. He would have every male subject honor the memory of King Edward by letting his beard grow. To many, though possibly not all, this would be easier than subscribing to a fund, but (says *Truth*) what about the women? They may claim, and no doubt would in these days, equal right with men to raise a national memorial, and it would be unfortunate if what should be a unanimous public movement gave rise to fresh demonstrations against sex inequality.

A trade journal at Home deplores the fact that the paint trade does not make much headway in China, and of course there is no great demand for paint brushes. The Chinese painter will not use them. As we see, he does his work by means of a bunch of cotton waste. It seems a laborious and inconvenient method of applying paint, but, as he says, he saves paint by this method and gets it more evenly distributed over this surface. We must accept the explanation, though doubtless we shall cherish the belief that our method is still the better.

Though the census returns of the United Kingdom have proved somewhat disappointing, we may take comfort in the reflection that Hongkong is not likely to show a decrease in population. Apart from the ordinary increase there should be substantial additions due to the large influx which recent events brought from Canton.

RODERICK RANDOM.

PARIS LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

Paris, May 5, 1911.

THIS BELEEF OF FEZ.

Thanks to Major Brémont's heroic work, the position of Fez causes less anxiety; the gallant officer did not succeed in entering Fez without hard fighting. For four days and four nights he had practically to cut his way through overwhelming masses of rebels. Though Fez has been relieved to a great extent, and the danger to Europeans' lives considerably lessened, all danger is not over yet by a long way. It is not however, thought here that the rebels will cause much more serious trouble, the work of the French artillery—which of which the tribes are terribly afraid, as well they might—has brought them to their senses. Instead of further fighting we are prepared to hear of numerous submissions; many of the disheartened have already thrown up the sponge, laid down their rifles and made amends for their past conduct. The rebels know that it is only a question of time before their spirit is broken. A crushing defeat will certainly be inflicted on them by the French soldiers, who will soon come in touch with them, and they are wise in saving their lives before it is too late. What pacific work France has done up to the present is in strict conformity with the Algeciras Act; on no account can or must she think of relaxing her efforts. Once Fez is finally secured, her mission is not yet at an end; there still remains the task of dispersing and pacifying the hostile tribes. The French Government—in spite of what Germany may say or think—is fully determined to do her duty and execute the work entrusted to her by interested first-class Powers some years ago in a thorough business-like manner. Like Great Britain, France has had sufficient experience in different parts of the world to know that the only way of dealing with hostile tribes such as the Moors is to show yourself fully determined toward them. Give them to understand from the very beginning what you intend to do if they prove troublesome, and above all keep your word. The French are still terribly handicapped in Morocco; the scarcity of soldiers, food, means of transport, money, ammunition, &c., prevents France acting as resolutely as she would do. But, as already remarked, this is but a question of time; considering how much her movements have been handicapped hitherto, she has performed miracles, for which the Powers—Germany excepted—are sincerely grateful. Before long Germany will be afforded an opportunity for judging whether she was right or wrong in tipping up France as she did on the grounds that France intended to extend the scope of her intervention in Morocco. The Treaty of Algeciras will be continued to be respected by the French Government; neither has the latter any intention of altering the position of the Sultan or the *status quo*. The protection of French officers and Europeans in general at Fez is imperative on the part of France; there is no violation of the Treaty of Algeciras in this, nor can Germany truthfully say there is. The French have no other ambition but to act with the greatest prudence in Morocco, and so avoid falling into the traps laid for her by jealous Germany. Maley Hauff has become unmanageable, and shows every desire to indulge in brutal reprisals, the Sultan, who has certainly good cause to thirst for revenge, must not the less do as the French tell him. Otherwise, it will be impossible to secure internal peace in Morocco.

LABOUR DAY.

Parisians ought to feel ashamed of themselves at the thought that their City was the only one in which disturbances occurred last Monday, the 1st of May, familiarly called "Labour Day." The Government had taken every precaution as usual to ensure order by having a good supply of soldiers and police at its command in case of emergency. May Day demonstrations were forbidden for fear of outrages by the criminal classes, and the authorities made it clear to all concerned that the decision of the authorities must be obeyed. In previous years the military were concealed in courts, the Tuilleries Gardens and other easy-of-access places to be called on if wanted; this year they openly patrolled the streets and occupied all strategic points. Real workmen, as usual, seized the occasion to take their wives and families into the country and enjoy themselves. There was nothing during the morning to indicate that trouble would likely arise; it was not until the afternoon, when the Socialists made their unwelcome appearance, that peace was broken. It was soon seen that the incendiary language indulged in by members of the General Labour Federation would lead to further grave developments. Scuffles ensued and arrests were effected by the police. Things got gradually more and more serious, and the cavalry was ordered to charge and disperse the angry crowd. Whilst in the act of leading a police charge, a police officer was seen to suddenly fall on his face; he had been brutally stabbed in the back with a knife! A moment later a revolver shot rang out, and the bullet happily doing no damage, and the man who fired it was quickly arrested. Two police officers, nine policemen, twenty-five soldiers and eighty Socialists were more or less badly hurt during last Monday's celebrations. By way of having their revenge, the Paris Socialists—the cause of last Monday's disturbances—have threatened to create trouble at the Grand Prix and on the 14th of July—*La Fête Nationale*. If their diabolical plans succeed they will prevent the Grand Prix from being run, and spoil the rejoicings of Republicans on the 14th of July next. Having disclosed their plans the Government and police will know what to do to prevent such threats from being carried out. *Qui viva, terra* (Who lives will see).

THE RIOTING AT CANTON.

In reply to a question by Mr. Houston in the House of Commons on May 4th, Mr. McKenna said:—The river gunboats *Mooreen* and *Robin* have been at Canton since April 23. The destroyer *Handy* and the gunboats *Bramble* and *Britannia* are held in readiness at Hongkong. The Commander-in-Chief, in telegraphing to-day, states that the situation is not serious, the outbreak during the night of April 27 having been crushed before news of it was received, and that his Majesty's Consul-General considers further protection is not required. According to our information, the German gunboats *Iltis* and the United States ship *Wilmington* left Hongkong on May 1 for Canton. *Wilmington* arising out of that answer which is exceedingly satisfactory, may I express regret that the Admiralty was not equally efficient recently in connection with Lorenzo Marques?

Mr. McKenna—I do not admit that.

Mr. Houston—I know.

AIR BICKNESS.

The mal des aviateurs, or trouble of aviators, according to M. Dastre, one of the professors in the Faculty of Sciences in Paris, is very like mountain sickness, the only difference being that it comes on much more rapidly. The sensation is experienced at a height of about 4,000 feet, and again in the descent. A sound heart is before all things necessary for those ascending to great heights. Anyone who has experienced ill-effects from an ascent should not allow the matter to rest when the sensations had passed away; on the contrary, he or she should make a point, declares M. Dastre, to consult a doctor at the earliest possible moment.

INCREASED STATURE.

A wonderful change is reported to have taken place of late with charming Parisianas; from figures just produced at the Academy of Science, these women are taller to-day than they have hitherto been believed to be. Parisianas are stated to be taller than their sisters in the South of France. This is certainly a move in the right direction, and is a very hopeful sign. Who knows what the future has in store for us. With taller and stronger daughters France may soon be able to jeer at the vexatious question of depopulation, and look to the time when the French will be on an equal footing with the Anglo-Saxons, said to be the tallest and strongest of its kind. The researches of M. Marie and MacAuliffe have up to the present been confined to only 255 Parisianas, whose ages varied from 21 to 55. Under the circumstances it is possible that their conclusion that the Parisian is 3 centimetres (1.18 in.) taller than has been believed is not accurate. The height they have arrived at is, it should be explained, 5ft. 1.81in. That of the Parisian is generally reckoned at 5ft. 4.56in. There is room for Parisianas of both sexes growing taller, and this they are doing slowly and surely.

FAMOUS CLOWNS.

Visitors to Paris blessed with families seldom fail to put in an appearance at the Nouveau Cirque, situated in the Faubourg St. Honoré, close to the Madeleine. For years Chocolat, a negro clown and his companion, an Englishman, also a clown by profession, of the name of George Footit, have been the chief attractions at this place of amusement. Both these clowns, who have worked together for nearly 30 years, are great favourites, and it is with sincere regret that children and their parents read that Chocolat is about to retire from public life, on condition that he be allowed to amuse sick children in the public hospitals till he is past work—a wish which has been granted to this lover of children. As a reward for his kindness to children all these years the French Government is about to honour this popular negro-clown with the Legion of Honour, thus making him officer of public instruction. He has well earned so noble a distinction, and all those who appreciate public anthropic work will heartily support him.

Chocolat's companion, the Englishman with grown-up sons and daughters, is still a clown who has no desire to retire as yet. Footit always represented himself as Chocolat's twin brother, who was born in daylight, while Chocolat "was born just after it got dark." It would be very difficult to find a more philanthropic clown than Chocolat, whose life-long ambition has been to please and amuse children to the best of his ability. He never failed in this respect.

ART EXHIBITIONS.

May is both "le mois de Marie" as the French say, as well as the month of art in this country.

All principal art exhibitions in Paris open this month. The two great Salons, or Picture Shows, have opened at the Grand Palais in the Champs-Elysées under the brightest of auspices. As usual, there are many excellent pictures and pieces of statuary, to say nothing of water-colours, engravings, pen-and-ink sketches, &c., all of which prove that art in France is not on the decline, as some would have us believe. The clown, or chief attraction, this year is M. George Scott's magnificent equestrian portrait of King George at a British Field-Marshal. It is the object of general admiration. Another exhibit of particular interest to English visitors to this year's Salon is the splendid life-like portrait of Vice Admiral Sir Percy Scott. The fine monument in honour of Edouard Dalé, by M. Maurice Utrillo, also commands admiration. There is an admirable composition by M. Roger-Bloch, representing a fallen aviator. He is lying among the shattered remnants of his machine, his head against the murderous motor, the impact with which has dealt him the fatal blow. This remarkable piece of work has been ordered by the State. Flying pictures are numerous, thus in keeping with the times. There is also a beautiful imposing grey monument to the memory of the aeronauts who were killed by the airship *La République* in mid-air.

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with Lorenzo Marques?

Mr. McKenna—I do not admit that.

Mr. Houston—I know.

REAT BRITAIN AND UNITED STATES.

PRELIMINARY DRAFT OF THE ARBITRATION TREATY.

The Washington correspondent of *The Daily Telegraph* gives his journal the following preliminary draft of the Anglo-American Peace Treaty:

The memorandum is as follows:

The Government of the United States and the Government of Great Britain finding it advisable and humane to settle all differences that may arise in the future, without resort to force, in order to preserve order and peace in conformity with the existence of arbitration treaties and understandings, hereby agree to consider and enforce the settlement of all questions involving the vital interests, the independence, and the honour of the two High Contracting Parties, by means of arbitration and peace, under such conditions and for such a period of time as shall herein after be fixed.

SPECIAL COURTS.

It is tentatively agreed, according to the draft published here, that differences which are not considered referable to The Hague Court shall be referred to special courts.

That in all cases of differences which affect the vital interests, the independence, and the honour of either or both the two Contracting States, the question shall, upon the termination of consideration by the respective diplomatic officers, be held in abeyance under continued amicable relations pending the selection and appointment by the respective Governments of Plenipotentiary High Commissions, accredited with necessary powers to act as a mutual court for the settlement of the dispute.

Clause III.

All cases of differences which concern the interests of third parties shall not be considered, if in the case of any of one of the Contracting States, except by and with the consent of the said third parties, under such conditions all shall be suitably represented during the adjudication of the differences. In the case of a question involving a third party not an ally, the question shall be arbitrated according to the treaties and conventions existing at the time this treaty goes into effect, or such treaties as shall hereafter be contracted by the two High Contracting Parties hereto.

Clause IV.

The provisions of the treaties and alliances to which both the Contracting States are parties at the time this treaty goes into operation are not considered binding upon either of the two States in settlement of disputes involving the vital interests, the independence, or the honour of the other.

Clause V.

lays down that:

The provisions of the treaties and alliances to which both the Contracting States are parties at the time this treaty goes into operation are not considered binding upon either of the two States in settlement of disputes involving the vital interests, the independence, or the honour of the other.

Clause VI.

Each Government agrees that, in the event of a dispute not adjudicatable by the Permanent Court of Arbitration at The Hague, under the exemptions of this treaty, each Government will hold itself responsible to defend all the expenses and pay all the damages to be submitted to and agreed to in the course of the arbitration conferences brought about by such a dispute.

Clause VII.

treats of defining matters in dispute, as forecasted already in *The Daily Telegraph*.

Clause VIII. provides that Plenipotentiary Commissioners shall be appointed by the President of the United States, and for Great Britain by the King, both subject to confirmation by the respective Governments, which shall ratify the provisions of Section III.

Clause IX.

It is suggested that the treaty shall go into effect immediately upon signature, and shall remain in operation for an indeterminate period, although it may be terminated at the end of every fifth year from the date of signature upon notice given by the Government desiring to withdraw.

It is not pretended that the above draft is complete, and it is believed here that whilst the substance of the treaty as outlined in Tuesday's *Daily Telegraph*, and as supplemented by the clauses quoted above, will be retained, the wording of the agreement will be considerably condensed.

SERIOUS ACCIDENT TO H.M.S. "INVINCIBLE."

The armoured Dreadnought-cruiser *Invincible*, which has obtained unenviable notoriety

from the failure of her electrically operated barbette, has now been put out of action for an indefinite period.

On Tuesday (May 2nd) she was being docked at Portsmouth for a complete overhaul. The moment her full weight rested on the wooden blocks which support her the steel frames

strengthening the double bottom of the ship

buckled and the keel forced it way upwards.

The immense weight of the ship bent the frame

like a bow, bulging them out on each side of the

deck. The dock was immediately filled with water

and the *Invincible* was floated and taken out into

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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NEW ADVERTISEMENTS

NOTICE TO RESIDENTS.

THOSE who may have in a day or two to find another dealer in PROVISIONS, GROCERIES, WINES and SPIRITS cannot do better than visit

H. RUTTONEE & SONS, who will be pleased to supply all necessaries at cheapest prices.

PASS BOOKS and PRICE LISTS can be obtained on application.

Hongkong, 29th May, 1911. [738]

MANDARIN LESSONS.

L CHIN CHAI, 39, Staunton Street, 2nd Floor, Teacher to many Prominent Men in the Colony.

For reference apply— Care of P. O. Box 146, Hongkong, 29th May, 1911. [739]

WANTED.

A COMPETENT MINING ENGINEER to proceed to one of the East Indian Archipelago. Apply in the first instance in writing, with copies of testimonials and state salary required, to

"MINERALS,"

Care of "Daily Press" Office, Hongkong, 29th May, 1911. [740]

TO BE SOLD.

A HOUSE, on Barkot Road. One-third cash, two-thirds on mortgage if desired. Apply—

R. B. L., Care of "Daily Press" Office, Hongkong, 29th May, 1911. [741]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship "DELHI".

Captain H. S. Bradshaw, carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 10th June, 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. "MALWA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the a.s. HIMALAYA, due in London, on the 23rd July, 1911.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 29th May, 1911. [1]

BANK HOLIDAYS.

IN Accordance with Ordinance No. 2 of 1875 and Government Notice No. 9 of 13th January, 1911, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on SATURDAY, 3rd, and MONDAY, 5th June.

Hongkong, 27th May, 1911. [751]

BUTTER.

OUR "DAISY" BUTTER is the Finest Quality Table Butter Imported.

We Stock Three Other Brands at Prices to suit all.

THE DAIRY FARM CO., LTD.

[36]

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED—EX ENGLISH MAIL. YOU WILL FIND OUR RANGE INCOMPARABLE.

FOR QUALITY, STYLE AND PRICES.

NEW FASHION STYLE BATH-ING DRESSES AND CAPS.

White Lace Striped Muslins, Printed Dress Voiles, White Swiss Embroidered Muslins, Robe Muslins, White Embroidered Striped Dress Muslins, White Fancy Shirking, Mercerised Stripe Fancy Voiles, "The Elite" Stripe Dress Fabrics, &c., &c.

LATEST STYLES LADIES' STOCKINGS:—Plain Finest Mao, Lisle Black, Tan, High Spliced and Double Soled.

Plain Finest Side Silk Clot Lisle Black, Tan, Lace.

Plain Silk Black Stockings. " " "

PRICE \$3.50

To be obtained from Messrs. KELLY & WALK LTD., Messrs. BEEHIVE & CO., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

HOOSAIN-ALI & CO., No. 14, Queen's Road Central, Hongkong, 1st May, 1911. [38]

INTIMATIONS

GEO. FENWICK & CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the HONGKONG HOTEL, at 12 Noon, TO-MORROW (TUESDAY), the 30th day of May, 1911, when the following Special Resolutions will be submitted:

1. That GEO. FENWICK & CO., LTD., be wound up voluntarily.

2. That the partners in the Firm of Messrs. PERCY SMITH, SETH and FLEMING, of Hongkong, be appointed Liquidators, with power for any one of them to exercise any of the powers of such Liquidators.

The above Resolutions if passed will require confirmation at a subsequent Extraordinary General Meeting.

By Order of the Board of Directors, JOHN I. ANDREW, General Manager, Hongkong, 22nd May, 1911. [740]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the HONGKONG HOTEL, Hongkong, on FRI-DAY, the 2nd day of June, 1911, at 11.30 A.M., for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st December, 1910.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 30th May, to SATURDAY, 3rd June, both days inclusive, during which period no transfer of Shares will be registered.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 26th May, 1911. [741]

GRACA & CO.

PRIDE SR. (Hongkong Hotel Building), Dealers in POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.

Just Received a Selection of Postage Stamp Catalogues for 1911, Pictures made of used Stamps, Note Papers and Envelopes with Hongkong Views. Inspection Invited. [544]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6.87 and \$7.50 per 100, SPORTING BEQUISITES and AIR GUNS in Variety. Inspection Invited.

WM. SCHMIDT & CO., Hongkong, 26th October, 1906. [608]

A LING & CO..

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. [609]

SINGON & CO.

IRON, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET (2nd St. west of Central Market). Telephone No. 515. [565]

ON SALE.

MAIL TABLES FOR 1911.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents. On Paper 20 "

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SPECIAL ARTICLE.

MODERN BRITISH PORTS.

GLASGOW.

The Times has recently been publishing in its Commercial Supplement a series of articles on Modern British Ports. The latest is the following article dealing with Glasgow:

The second city of the Kingdom has always had to meet comparison with the beautiful sister city Edinburgh, and it is not surprising that in the opinion of those who have regard only for external Glasgow has invariably suffered in the process. The comparison is quite an unfair one. Glasgow is well content to leave to Edinburgh the distinction which rightly belongs to it as one of the show cities of the world; the metropolis of the west aspires rather to be known as a great centre of industry. Its few fine streets, its old minister, and many other features are subsidiary to commercial interests into which the very texture of its history is closely woven, and its great river is intimately associated with all that makes for the prosperity of Glasgow.

Once distinguished as a village on the banks of the river, the kinship of the Clyde with the industrial Glasgow is a close one, and the familiar claim that if the river has made the city, the enterprise of Glasgow made the Clyde, is in its far more truth than is found in most efforts to tell history in the making of an epigram. The great industries of the Clyde have developed with the improvement of the navigation, which alone has made it possible for the river to become the cradle of the world's navies. The first passenger steamer built in Great Britain was launched upon its waters, and to-day Clyde-built ships fly every flag and sail every sea. Half shipyards, from one of which was launched the *Lusitania*, and where is now being built the new *Giant Cunarder*, destined to be the largest ship in the world, have ever been pioneers in new methods of ship design and propulsion, and the British motor battleship, when it makes its appearance—and it is nearer than many believe—may be laid down in a Clyde shipyard. The first quarter of 1911 has witnessed great activity in shipbuilding, and the present year gives promise of establishing a record in tonnage of new ships launched from Clyde shipyards.

HISTORY OF THE PORT.

The great waterway which has made the shipbuilding industry was within the memory of persons still living a narrow and tortuous stream—in many parts a mere creek a few inches deep and fordable at many places. The need of taking steps to improve the navigation was evident 300 years ago, and from 1670, when a small port was formed at what is still known as Port Glasgow, 18 miles seaward, the work of making the port meet the growing needs of the trade has been steadily continued until to-day, when the programme of new works is assuming somewhat important dimensions, the object being to make the 18-mile channel which is under the jurisdiction of the port authority available for vessels drawing over 30ft. of water. There was no hint of this need in the early history of Port Glasgow, which served the needs of the trade for a period of 50 years. It was not indeed until 1729 that a second small quay was provided at Glasgow, which then had a population of 20,000, for the accommodation of small craft. At that time the development of the port was in the hands of the City Fathers, and Mr. James Nicol, the City chamberlain, had just achieved a triumph over historians by discovering in the books of the corporation the first entry in the capital of the Clyde Navigation, which now totals nine and a half millions sterling. The account was kept in the books of the Common Good of the City, and refers to "sundries payments" including "a complement made by the Town Council to James Sterling, mathematician, for his service, pains, and trouble in surveying the river towards deepening it by locks." That the old plan of deepening by locks obtained serious consideration is evidenced by the fact that the account was originally titled "The lock designed upon Clyde," but this was afterwards changed to "Deepening of Clyde" and in 1779 to the title the account now bears of "Clyde Navigation." In connection with the lock scheme the city obtained the advice of the pioneer engineer James Smats, afterwards associated with the building of the Eddystone Lighthouse. The work of creating a port at the doors of the city was a slow task and occupied many eminent engineers, including the famous Telford and Rennie and James Watt. It was to the scheme of Galtorner of Chester to contract the channel by building rough stone jetties from either bank that the first effective deepening was due.

The growth and development of the harbour of Glasgow has kept pace with the improvement of the river. The harbour now embraces the portion of the river, about 41.3 miles in length, between Albert Bridge and the western boundary of the lands of Shieldhall, with the docks, quays, and other works within these limits, the portion above Glasgow Bridge being called the Upper Harbour, and the portion below the bridge the Lower Harbour.

NEW HARBOUR WORKS.

The first quay at Glasgow was built about 1662, and by 1792 the accommodation amounted to 392 yards, with a water area of about 4 acres. Now the quayage is 19,234 linear yards and the water area 325 acres. For many years riverside quayage was sufficient for the requirements of shipping, and it was only when frontage became exhausted that docks were added, King's Dock being opened in 1857, Queen's Dock in 1877-1880 and Prince's Dock in 1893-97. To provide for the growing requirements of the mineral trade and for its transference as much as possible out of Glasgow Harbour, a new dock, the Rothesay Dock, has been constructed at Clydebank, about six miles below Glasgow. The dock has an area of 20.43 acres and 2,044 linear yards of quayage. The feature of the dock equipment is the application of electricity to the working of the coal hoists, cranes, transporters, capstans, and turntables. Following the decision to construct Rothesay Dock, the demand for more accommodation became so apparent that, in 1904, the trustees obtained powers to construct basins and quays at Yorkhill, and the works are now completed. They provide 1,137 yards of new quayage, with a depth of 28ft. at low water and 40ft. at high water springs.

Graving docks are a necessity in the accommodation of a port, and three docks have been built—the first opened in 1875, the second in 1886, and the third in 1888. The largest of these existing dry docks is 880ft. long. A new graving dock is to be built at Renfrew with a length of 1,000ft. or more, and this will be one of the largest in the world. This dock will adjoin the fine workshop of the Trustees recently built at Renfrew, and the location is therefore a very convenient one. Other recent improvements include the new quay at Meadowside, on the north side of the river, 1,616ft. long. There is at present in course of construction on the quay a goods shed 1,640ft. long by 100ft. wide set back 42ft. from the

breast. A contract has also been placed for erecting behind the western portion of Meadowside Quay a granary with floors and silos capable of storing at one time 31,000 tons, together with quay elevators, conveyor bands, and other appliances of the most up-to-date description operated by electricity for the discharge, loading, and storage of grain.

Industry which has reached a very high degree of development in the West of Scotland.

MACHINERY AND LOCOMOTIVES.

There are many subsidiary industries to the main iron and steel trades, and no attempt to deal, however briefly, with commercial Glasgow would be complete without reference to the leading position occupied by the manufacturers of machine tools located in the Glasgow district. It is almost impossible to visit an industrial establishment in Great Britain without finding in the equipment evidence of the great reputation enjoyed by West of Scotland machine tool makers. In the field of locomotive building, too, there is within the city itself one of these great private establishments which supply railway requirements in our Colonies, in the Argentine Republic, and elsewhere, and would did the need arise, be ready to provide locomotives for British railways.

In the manufacture of sugar machinery also Glasgow has played a leading part, and the connection of the city with this branch of industry extends from the year 1785 in unbroken succession down to the present time. As the shipbuilding industry is the work of dredger building, and hence again the Clyde firms have won great reputation for their work. A newer industry, but an increasingly important one, is the manufacture of electrical plant, and in this field new developments have been recently recorded. The utilization of waste energy for the production of current is now passing out of the experimental stage, and promises to open up a new sphere of activity to the electrical engineer who is worthy represented in the commercial life of Glasgow.

In the chemical trade the city may fairly claim to have played the part of pioneer. Certainly the work done by those associated with the chemical industries of Glasgow gave a great impetus to manufacturing processes. The work done by one great establishment in the manufacture of explosives is well recognized. Nitro-glycerine was only a scientific curiosity until Alfred Nobel brought it into the commercial field, and this was followed by the production of dynamite, blasting gelatine, and finally patent investigation resulted in cordite being added to the list. The history of this enterprise furnishes a striking confirmation of the advantages which follow the application of science to industry, of which so much has hitherto been heard. In this department of enterprise it has always been and still remains the dominant characteristic.

Reference may also be made to the oil industry, now assuming greater importance in view of the growing character of the applications of liquid fuel; and in some branches of the industry, notably the sulphate of ammonia product, the Scotch oil industry enjoys something approaching a monopoly. Something should also be written on the glass making which is carry on in varied forms in Glasgow and which has been established in one branch at least for upwards of 70 years. White earthenware has been manufactured for more than a century.

THE AGE OF ALUMINIUM.

Although the headquarters of the Scottish aluminium industry are not in Glasgow, no record of the commercial activities of the West of Scotland would be complete which did not refer to the great water power plant at Kinlochleven. These works are the largest in Great Britain operated by water power, and the company owning the plant is one of the largest producers of aluminium in the world. Without giving entire assent to the views of those who predict that aluminium will eventually supersede iron as the common metal, it is clear that the field of application for aluminium is an increasing one, and the establishment at Kinlochleven is an important addition to the older West of Scotland industries. Another modern commercial development in which the Glasgow manufacturer has played his part is the motor-car, and at the great annual exhibition at Olympia the new Scottish models are noted with keen interest.

The place occupied by Glasgow in the manufacturing life of the nation is indeed a great one, and to some extent perhaps the credit may be accorded to the important place given to practical training in the local industries in the educational systems of her great University, and her technical training centres. The present year is to be marked by an exhibition in Glasgow, and it is hoped that an attempt will be made to illustrate for the benefit of the stranger within her gates the many-sided activities of the West of Scotland in the past adopted a somewhat conservative attitude towards mechanical progress.

The cotton industry was early established in the Glasgow district, the first mill having been erected at Penicuik in 1778, and Glasgow can claim to have carried out pioneer work in bleaching and calico printing, in which field the city took precedence of Lancashire. To-day the general position of the textile industry may be accounted satisfactory, though only cloud latterly being the high price of raw materials. First place in importance is now held by the white cotton trade, and this branch has held its own in the face of very keen competition.

IRON AND COAL TRADES.

Those great West of Scotland industries, the iron and coal trades, owe much of their prosperity to the existence of the great Lanarkshire coalfield, the yearly output of which is now some 17,000,000 tons, of which a considerable proportion forms part of the export trade of the port. As an iron producing district the West of Scotland once held the first place, but the advance of Cleveland was not to be denied. The iron works at Carron were famous in the city, but the iron and coal trades, the present Consus will probably show to have topped the round million. The transport needs, which are always a problem in a great city, are well served by an electric tramway service which has won the praise and imitation of other cities, and by the three great railways, the terminal stations of which bring the traffic into the heart of the city. The fine terminus of the Caledonian Railway is representative of modern practice in every respect, and both this company and the North British have underground lines for the accommodation of local traffic. An interesting feature is the circular cable subway which serves nearer suburbs like Partick and Govan.

Municipal government is typical of Glasgow, and not only the water supply but all other public utilities are under its control. This spirit is no doubt natural in a city which is purely the product of commercialism, and which takes pride in that fact. There is still advantage to-day that disposition to take full advantage of the natural resources of the district which, combined with the qualities of tenacity which are a natural characteristic, has made Glasgow one of the greatest commercial centres of the world.

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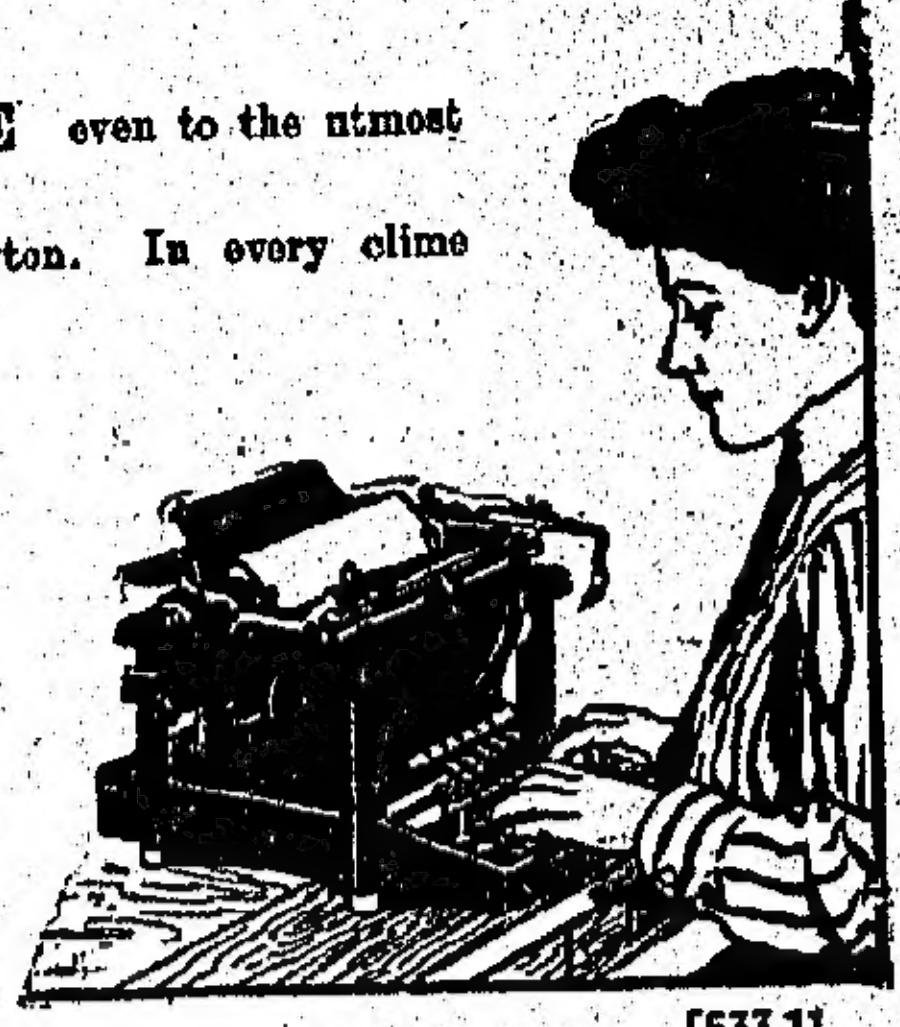
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THE CLOUD IN THE FAR EAST.

What is happening in China? It is difficult to say, for well-informed correspondents are rare in that vast country, and it is not easy for the best of them to get at the facts. Imagine an intelligent American, resident at, say, Bedford Park, endeavouring to give the citizens of the United States a true account of the condition of affairs in Macedonia—if we assume that there is practically no telegraphic communication between the Balkan Peninsula and Great Britain! But in China our informants are worse off than that. They live in the foreign settlements at a few sea-ports and Provincial capitals or in the diplomatic quarter of Peking. Behind them lies the vast impenetrable interior inhabited by swarming multitudes, with an unintelligible language and incomprehensible ideas. The veil is hard to pierce.

All we know is that there are unrest and disorder over a wide area. There was a revolutionary rising in Canton, and it seems to have been serious enough. For a time, at any rate, the mob was altogether out of hand. The Viceroy was helpless while his own palace was destroyed, and public buildings wrecked and looted. Luckily a force of British marines was promptly landed, and an attack on the foreign settlement averted. American, French and German ships, as well as British, are in the river, and there need be no fears as to the safety of the European residents. But meanwhile, all over the interior of the Kwantung province, as well as in Kwangtung and Fukien—with a combined population equal to that of Great Britain and Germany—"the rebels" are in arms, plundering, rioting, and fighting the Imperial troops. The official reports declare that these disorderly persons are being effectually dealt with, that they have no leaders, that the Government troops are suppressing them vigorously and cutting off their heads with Celestial liberality and promptitude. All the same, the foreign merchants and residents are sending off their families to Hongkong, and hosts of native fugitives are arriving at the same hospital asylum. The situation is already grave, and it may be that worse developments will follow.

China, of course, has been in a restless, disturbed condition for some time. Sporadic rebellions and outbreaks have been occurring for the past two years. There was very bad rioting in Canton twelve months ago; there was a formidable revolt in Yunnan; and bad disturbances in Hunan and Ching-Ssu and elsewhere. This is not on the face of it specially alarming, because provincial rebellions may be regarded as almost a normal incident of Chinese administration. When the crops fail, or the exactions of the tax-gatherers become excessive, or the Viceroy is peculiarly unpleasant, the protest takes the form of rioting. It is the Chinese substitute for Albert Hall meetings and Trafalgar Square demonstrations. Similar expedients are adopted in other countries. In a South American Republic, when the Government annoys the business and land-owning community too much, a little curse is put together and an enterprising colonel is hired to put up a military matinée. In provincial China, where there are no regular policemen and an army of regular brigands and professional hooligans, a "rebellion"—nearly financed—is quite a simple affair. In the Imperial City of Peking they take it with comparative calmness. A Viceroy may be disgraced or executed; a few hundred brigands or perhaps perfectly harmless peasants are tortured to death; the local grievances are redressed in a rough-and-ready fashion; and sooner or later the Province settles down again, and the mandarins go on as before. Perhaps that is what will happen on this occasion.

Perhaps, however, matters will be more difficult to adjust. For China is changing, like other Eastern countries. Its diverse, disjoined populations are beginning to be inspired by a quite awakened sense of unity and nationality. The Japanese War, the Boxer movement, the Turkish Revolution, the spread of Western ideas, and the increase of railway communications, have produced a general shaking up. Educated Chinese from all the Provinces have been brought together in the Imperial Council in order to pave the way for a constitution and a National Parliament. All this has worked upon the minds of the millions of the Emperor's subjects, and turned their thoughts into new channels. The Secret Societies, which have existed for centuries, are seeking a more definite political aim.

There are many points of resemblance between what we call "Indian unrest" and the Chinese popular movement. China, like India, is governed by a small foreign autocracy; the Manchus are as much strangers in China as our Civil Service in India. Only the alien administration in the one country is capable and honest, in the other it is incompetent and corrupt. There is good reason to believe that Chinese popular opinion is gradually crystallising into intolerance of the Manchu dynasty and Manchu officialism; the vague anti-foreign movement is hardening into that form, and there are some keen observers in Peking who have been looking for an explosion which will shiver up the whole Manchu Government and its governing class. It might have come already but for the Imperial Army, which is mostly useless, but has a nucleus of some twenty thousand foreign-trained troops really efficient. That force China owes to Yuan-Shi-Kai, the ablest man in the country, who has been driven into retirement, because he is a Chinaman, by the eunuchs and Court gangs of the Forbidden City. But it is possible that the world has not heard the last of him. China is waiting for a Chinese leader; and if he were to appear—and not be too promptly disposed of—we may witness another great drama upon the stage of the Far Eastern world.—Evening Standard.

ON SALE.

THE FIFTY YEARS
ANGLO-CHINESE CALENDAR

日曆英中年十五

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 70TH CYCLE TO THE 50TH YEAR OF THE 70TH CYCLE.

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WEATHER REPORT

On the 28th at 11.55 a.m.—The depression noticed over Manchuria the past two days is approaching the neighbourhood of Vladivostok. Pressure has given way moderately in E. Japan and over the E. coast of China and increased slightly over the Loochow and the Boais.

A depression which will probably move towards N.E. lies over China to the South of the Yangtze valley.

The highest pressure is shown over the Pacific to the East of Japan.

Fresh S. and S.W. winds may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 2.39 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood. (S.E. and S.

Formosa Channel ... winds, fresh.

South coast of China between Same as No. 1.

Hongkong and Lameek ... Same as No. 1.

South coast of China between Same as No. 1.

Hongkong and Hainan ... Same as No. 1.

S.W. winds, fresh; squally, thunder showers.

GERMAN ANTARCTIC EXPEDITION.

Lieutenant Filchner, the leader of the German Antarctic Expedition, the departure of which from Hamburg for Bremen and thence for Buenos Ayres was fixed for the beginning of this month, has sent to Reuter's Agency the following further details of his plans:

"As to the general object of the expedition," says Lieutenant Filchner, "these are to explore the innermost recesses of the Antarctic, and in particular to establish the relation of the masses of land lying west and east of the South Pole. Much work of a general scientific character will also be undertaken."

Lieut. Filchner's plan is generally to strike into the Weddell Sea and attack the Antarctic from the side opposite to that explored by Sir Ernest Shackleton. The expedition is timed to arrive at the ice in November, so as to take advantage of the most favourable ice conditions for forcing a way into the Weddell Sea. The ship will follow the outline of coastland and establish as far south as possible the base of the expedition, where 11 men will be landed and a scientific station will be erected. Here geographical, geological, astronomical, magnetic, meteorological, and biological work will be carried out for at least a year. From here four members of the party with Nansen sledges will make a dash for the South. The ship meantime will work its way along the coast, carrying on coastal exploration.

The scientific work of the expedition is to be prosecuted with great vigour. Ice conditions and formations will be studied in detail. Plankton and other investigations of great advantage to the whaling industry will be carried out. Atmospheric conditions will be closely examined. The astronomical, magnetic, biological, and geodetic programmes of the expedition are also expected to yield valuable results. The expenses of the expedition are estimated at £70,000.

The expedition is very completely equipped. Its ship, the *Deutschland*, is a converted whaler with auxiliary steam of about 300 horse-power. She is specially fitted with a view to the comfort of the explorers, both in the tropical and polar regions, and carries a wireless telegraphy installation. A feature of the expedition is the extended adoption of motor transport. Three motor vehicles and one motor-boat are being taken out. Dogs are also being carried, and the example of Sir Ernest Shackleton in the use of Manchurian ponies for sledge work is being followed.

LATEST STEAMER MOVEMENTS.

The H.A. Linie str. *Vandalia* left Shanghai on the 27th instant, at 1 p.m., and may be expected to-morrow p.m.

The I.G.M. str. *Budow* left Shanghai via Foochow on the 27th instant, at 10 a.m., and may be expected here on or about the 31st inst. at 7 p.m.

The H.A. Linie str. *Saxonia* left Singapore on the 25th inst. p.m., and may be expected here on or about the 1st prox. a.m.

The C.P.R. Co.'s str. *Monteagle* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 25th instant a.m.

The P. & O. S. N. Co.'s str. *Sicilia* is expected to arrive at Colombo on the 31st inst. at 6 p.m.

The P. M. S. Co. str. *Mongolia*, which was dispatched from Hongkong on the 29th ultimo, arrived at San Francisco on the 26th instant.



These tiny capsules—superior to Copaiba, Ciba, and Injections—CURE the same diseases as these drugs in

FORTY-EIGHT HOURS

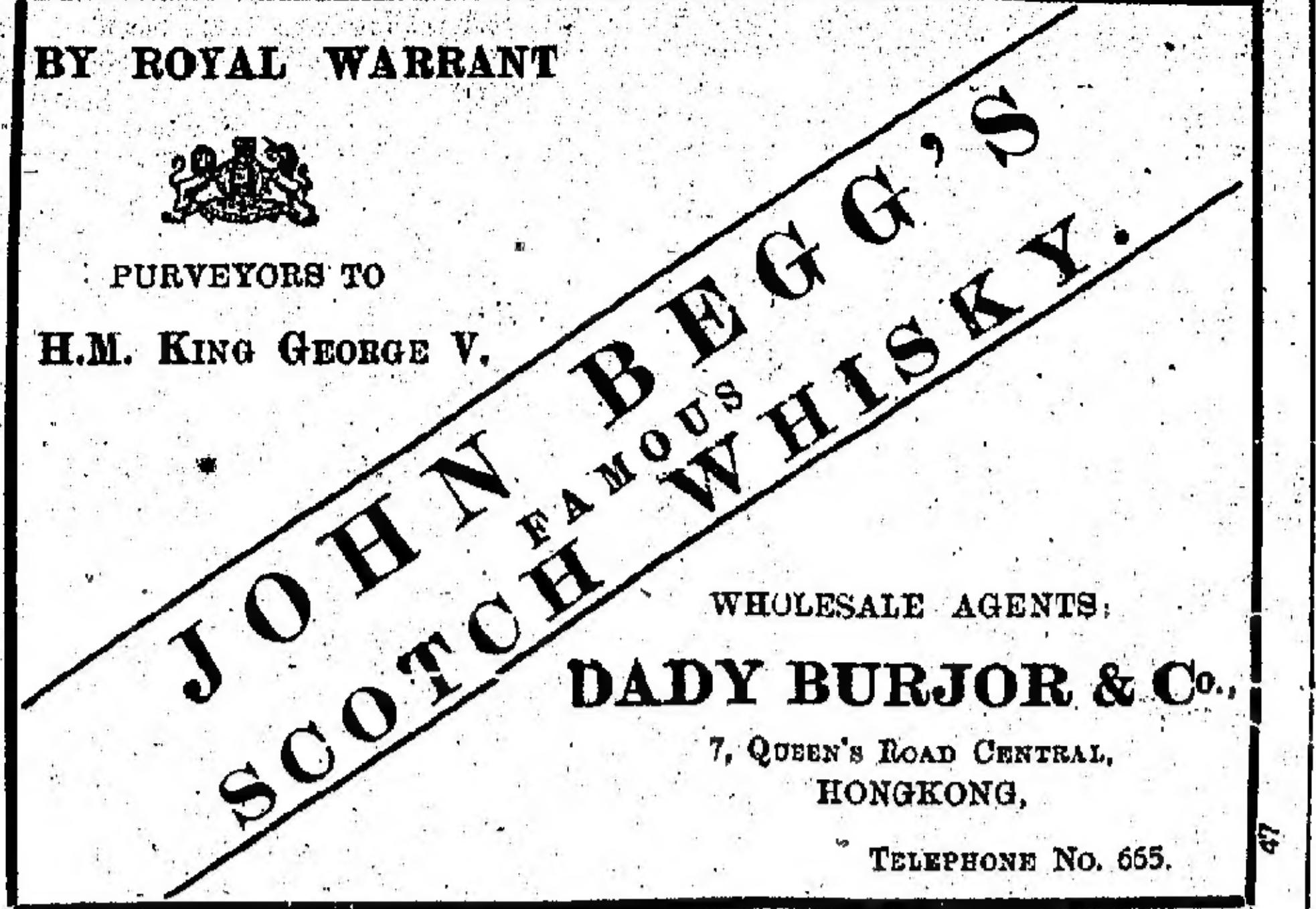
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Each capsule bears the name.

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SHIPPING IN PORT.

STEAMERS.

ANGHIN, German str. 1,005. Chr. Kumpel, 21st May—Bangkok 14th Rice and Teak—Butterfield & Swire.

BENMOOR, British str. 1,952. Wm. Hastic, 26th May—Karatsu 20th May—Coal—Gibb, Livingston & Co.

BLOEMFONTEIN, British str. 1,953. J. B. Pattison, 6th May—Singapore 30th April—General—Shewan, Tones & Co.

CANTON, Swedish str. 2,180. J. M. Renstrom, 17th May—Göteborg and Antwerp 27th May—General—Olof Wijk & Co.

CHITIYUEN, Chinese str. 1,177. Wm. Jamieson, 23rd May—Shanghai 20th May—General—C. M. S. N. Co.

CHOISING, German str. 1,021. F. Bruhn, 17th May—Bangkok 10th May—Rice—Butterfield & Swire.

CHOWTAI, German str. 1,195. W. Roher, 23rd May—Bangkok 12th and Swatow 22nd May—Rice and Meal—Butterfield & Swire.

ELAX, British str. 2,571. Milner, 12th May—Shanghai 8th May, Ballast—Asiatic Petroleum Co.

FERNANDEZ HERNANOS, American str. 461. E. Sison, 20th May—Manila 16th May—Sugar.

FOOKSANG, British str. 1,987. T. A. Mitchell, 24th May—Calcutta 9th and Singapore 18th May—General—Jardine, Matheson & Co.

ISIDORE FONS, American str. 1,027. F. Xandor, 7th May—Manila 3rd May—Barretto—Order.

KAIFONG, British str. 987. Siford, 26th May—Manila 23rd May, General—Butterfield & Swire.

KASHING, British str. 1,144. C. Laver, 22nd May—Chinkiang 17th May—Rice—Butterfield & Swire.

KEONGWAII, German str. 1,115. J. Kübler, 7th May—Singapore 1st May—Butterfield & Swire.

KOWLOON, German str. 1,459. E. Anders, 21st May—Hankow 10th May—Ground nuts and Hails—Hamburg-Amerika Line.

KUEICHOW, British str. 1,219. Forsyth, 25th May—Tientsin 19th May, General—Butterfield & Swire.

KUMCHOW, British str. 1,450. J. A. Martin, 22nd May—Saigon 18th May, General—Man Foo & Co.

KUTANG, British str. 4,895. R. C. D. Bradley, 23rd May—Kohkiang and Moji 19th May—General—Jardine, Matheson & Co.

LIMAN, British str. 1,350. C. C. Williams, 15th May—Shanghai 12th May—General—Butterfield & Swire.

LOTHIAN, British str. 3,222. W. J. Lockhart, 24th May—Mojii 19th May—Coal—Dedwell & Co.

MARIE, German str. 1,200. H. Schallauer, 22nd May—Saigon 18th May, Rice and General—Jebens & Co.

NIPPON MARU, Japanese str. 3,459. E. Meyer, 4th May—Portland and Moji 26th April, Flour and Coal—Portland & Asiatic S.S. Co.

PAHANG MARU, Japanese str. 3,452. H. S. Smith, 23rd May—San Francisco 26th April, Mails and General—Toyo Kisen Kaisha.

PANAMA MARU, Japanese str. 1,234. R. Mutsu, 18th May—Shanghai 15th May, General—Osaka Shosen Kaisha.

PHEANG, German str. 1,021. F. v. Mangelsdorf, 23rd May—Bangkok via Kohsichang 16th May—Rice—Butterfield & Swire.

RYGA, Norwegian str. 3,459. E. Meyer, 4th May—Portland and Moji 26th April, Flour and Coal—Portland & Asiatic S.S. Co.

SABINE, RICKMERS, Dutch str. 573. D. E. Boeve, 22nd May—Penchow 20th May, Ballast—Asiatic Petroleum Co.

SAINT KILDIA, British str. 2,449. John Lewis, 10th May—Barry 25th March, Coal—Order.

SELENA, British str. 3,127. Stratton, 1st May—San Francisco, Kerosene Oil—Asiatic Petroleum & Co.

SIBIR, Russian str. 2,179. Leonidas, 10th May—Mojii 4th May, Coal—Butterfield & Co.

SOSHU MARU, Japanese str. 1,119. K. Sakawa, 24th May—Swatow 25th May, General—Osaka Shosen Kaisha.

SULTAN VAN LANGKAII, Dutch str. 2,293. Lagney, 3rd May—Singapore 27th April, Kerosene Oil—Asiatic Petroleum & Co.

TAIJIMA, Dutch str. 4,500. J. P. Scholte, 13th May—Macassar 6th May, Coal—Java-China-Japan Lijn.

UYU, Norwegian str. 885. Pedersen, 25th May—Manila 22nd May—Asgard, Thoresen & Co.

VESTFOLD, Norwegian str. 1,172. Berthelsen, 3rd May—Bangkok via Hoitow 24th April, Rice—China Siam N. Co. Ltd.

VICORIA, Swedish str. 923. T. Eckert, 24th May—Wakayama 18th May, Coal—Java-China-Japan Lijn.

WALING VESSEL.

ELCLIPSE, British 4-masted barque, 2,996. James White, 12th May—New York 20th Jan., Kerosene Oil—Standard Oil Co.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 56 years

From 1874 to 1909.

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VISITORS AT HOTELS.

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Mr. S. M. Brown Mr. R. M. Joseph
Mr. A. C. Brant Mr. E. C. Julian
Mr. D. E. Clark Mr. P. H. Klimanek
Mr. W. E. Clarke Mr. H. I. M. Logan
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Mr. W. C. Drew Mr. & Mrs. A. B. Moulder
Mr. E. J. F. Evans Mr. & Mrs. D. Munton
Mr.

SHIPPING

ARRIVALS.

ACHILLIA, British str., 4,844, L. C. Thomson, 26th May—Glasgow and Liverpool 16th April, General—Batterfield & Swire.
BAYERN, German str., 8,005, H. Brehmer, 27th May—Shanghai 21st May—Hamburg-American Line.
CHEKAN, British str., 27th May—Canton.
DEVANOGO, German str., 1,057, E. Gathemann, 22th May—Bangkok 16th May, Rice—Batterfield & Swire.
HACHING, British str., 1,247, W. C. Passmore, 28th May—Swinton 27th May, General—Douglas Imperial & Co.
HANOI, French str., 742, G. Boulier, 26th May—Haiphong and Pakhoi 23rd May, General—A. R. Marti.
KASHING, British str., 27th May—Canton.
KUEICHO, British str., 27th May—Canton.
KWANTUNG, Chinese str., 1,535, Stewart, 28th May—Shanghai 25th May, General—C. M. S. N. Co.
LANDAUSCHIFF, German str., 1,015, A. Stru, 26th May—Bangkok and Hollow 25th May, General—K. T. L.
LUCHOW, British str., 1,216, W. Boddy, 23th May—Shanghai 25th May, General—Batterfield & Swire.
MAHA CHAKRI, Siamese gunboat, K. Schomming, 27th May—Bangkok 14th May.
NANCHANG, British str., 1,062, R. Robertson, 27th May—Nanchang 20th May, General—Batterfield & Swire.
ONSANG, British str., 1,787, Smith, 26th May—Chinawant 19th May, Coal—C. E. & M. Co.
QUARTA, German str., 1,885, T. Dantalon, 27th May—Wakamatsu 21st May, Coal—Sandor, Wieder & Co.
PHILIPPIEN, British str., 1,065, Jas. H. Scott, 27th May—Swinton 23rd May, Rice and General—Chinese.
RUMI, American str., 2,797, S. A. Crosby, 27th May—Manila 24th May, Sugar and Merchandise—Shewan, Tomes & Co.
SUCHEI, Siamese Royal Navy, Room Mee, 27th May—Bangkok 13th May.
TOSA MARU, Japanese str., 3,180, T. Sato, 27th May—Motoji 24th May, General—Nippon Yusen Kaisha.
WONGKOK, German str., 1,115, H. Olden, 26th May—Bangkok 18th May, Rice and General—Batterfield & Swire.

DEPARTURES.

27th May.
BORNEO, German str., for Kudat.
CLARA JESSEN, German str., for Hongay.
DEVANIA, British str., for Bombay.
HAIKAN, British str., for Amoy.
MELEPI, British str., for Canton.
OSHU MARU, Japanese str., for Australia.
BUNGKANG, British str., for Haiphong.
TIPANAH, Dutch str., for Batavia.
WINGSONG, British str., for Maule.
23th May.
ACHILLIA, British str., for Shanghai.
CHENAN, British str., for Shanghai.
DAIJIN MARU, Japanese str., for Swatow.
HAIMUN, British str., for Swatow.
ICHANG, British str., for Amoy.
KOREA, American str., for San Francisco.
NOLD, Norwegian str., for Kobe.
SURUDA, British str., for Shanghai.

SHIPPING REPORTS.

The German str. *Wongkok* reports: Fine weather and smooth sea.
The British str. *Hacking* reports: Variable air and misty weather throughout.

The British str. *Onang* reports: Light variable winds, foggy and rainy weather.

The British str. *Luchow* reports: Moderate winds and overcast rainy weather throughout.

The Chinese str. *Kwanyuk* reports: Light variable winds and fog from Tung Yung to the Lamocks; hence light to fresh South wind and showery.

PASSENGERS.

ARRIVED.
For *Hacking*, from Co. t. Ports, Miss A. Lang, Mrs. A. Lang and Stainfield.
For *Luchow*, from Shanghai, Mr and Mrs. W. W. MacEachen and Mr. Schmidt.
For *Devanak*, for Hongkong, from Kobe, Mr. J. P. Miller, from Shanghai, Mr. J. Goldenborg, Mr and Mrs. Webster, Mr and Mrs. Curtis, Miss C. McCulloch, Miss C. Wallace, Mrs. Back, Mr. J. Gardner, Mr. F. E. Woods, Mr. B. Judkins, Mr. R. C. Banister, Mr. C. Watkins and Mr. A. Ramos; from Singapore, from Yokohama, Mr. J. E. Hopper, from Shanghai, Mrs. Bray and child; from Shanghai, for Colombo, Mr. E. J. Jago; for Bombay, Capt. M. L. Prato and Capt. A. E. Palmer; for Marseilles from Yokohama, Compte Person, Mr. N. Cudham, Miss G. Scott, Miss Meredith and Mr. W. H. L. Heeche; for London, from Kobe, Mr. Brown Graves; from Shanghai, Mr. W. G. Symmons, Mr. Gow Swanton, Mr and Mrs. Ross, Mr. McGregor and Mr. A. L. Brunt.
DEPARTED.
For St. Albans, for Australian Ports, Mr and Mrs. E. Palmer, Mr. T. A. Sergeant, Messrs S. Grigorenko, M. Jernolenka, A. Katchenov, T. Corraza and O. J. McLean, Mr and Mrs. H. J. Such, Mr. E. A. Leggett, Mr and Mrs. R. J. Glendinning and children, Mr. F. Bird, Mr. W. R. Smyth, Mr and Mrs. J. W. Webster, Miss F. E. McCulloch, Mr and Mrs. H. H. Curis, Miss E. Wallace, Mr. T. E. N. Lissner, Miss M. A. Winney, Miss H. A. Moore, Mr. J. P. Nunes, Miss A. O. Lang, Miss Leigh, Mrs. Leigh, Mr. W. Glendinning, Mr and Mrs. Finch and children, Mr and Mrs. Mackay and children, Mr. V. Mott, Mr. F. E. Woods, Mr. A. L. Nairn, Mr. J. C. Carter, Mr and Mrs. Jagger, Miss Jagger, Miss Smith, Miss Leyre, Mr and Mrs. Moore, Miss J. A. Styles, Miss A. V. Grant, Mrs and Miss Christian, Mr and Mrs. Bartholomew, Miss Brookhall, Miss M. Weaver, Miss M. Winney, Mr. A. Grumio, Miss L. d'Arango and Miss C. C. Fowler.

EXPECTED.
For N.Y.K. str. *Miyakei Maru*, from London on 29th ultimo, Mr and Mrs. J. Knott, Mr. C. Blaker, Mr and Mrs. R. de Inchausti, Mr. R. Maylin, Mr. N. Maylin, Miss C. Maylin, Mr. G. Blaker, Mr. L. B. Barber, Mr. S. Hirano, Mr. H. Fukukawa, Mr. M. Nagai, Mrs. M. Fukukawa and Mr. M. Sato.

STEAMERS PASSED THE CANAL.

May 9th—Bewvorlich, Karonga, 12th—Ernest Simons, Ghazee, Jesee, Prinz Eitel Friedrich, Tencat, Acreia, 16th—Glenlogan, Miyakei Maru, Soyo Maru, Alesia, 19th—Horneo, Hellas, Idomenus, Menelaus, Nippon, Siki, Silvi, Sian, Wakasa Maru, Yangtze 23rd—Bengal, Brisavia, Kamo Maru, Kin-tuck, Lector, Rheinfels, 25th—Calches, Dumba, Kitano Maru, Palermo, Pembrokeshire, Prins Ludovic, Tydeus, Yorke, Warrior.

ARRIVALS AT HOME.

May 26th—Tango Maru, Vorwaerts, Ville de la Ciotat.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "l," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE UNSPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c...	SUMATRA ...	Brit. str.	—	W. B. Le Maro	P. & O. S. N. Co. ...	On 31st inst., at 11 A.M.
LONDON & ANTWERP ...	MONMOUTHSHIRE ...	Brit. str.	—	G. E. Warner	JARDINE, MATHESON, & Co., Ltd.	About 3rd June.
LONDON, &c., VIA USUAL PORTS OF CALL ...	DELHI ...	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co. ...	On 10th June, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c...	NILE ...	Brit. str.	—	E. F. Dally, E.N.B.	P. & O. S. N. Co. ...	About 14th June.
ROTTERDAM, & HAMBURG VIA STRAITS, &c...	ARCADIA ...	Ger. str.	k. w.	Schwinghamer	HAMBURG-AMERIKA LINIE	On 5th June.
ROTTERDAM, HAMBURG & ANTWERP, &c...	SUTONIA ...	Ger. str.	k. w.	Kotze	HAMBURG-AMERIKA LINIE	On 26th June.
ROTTERDAM, HAMBURG & ANTWERP, &c...	FREEFELS ...	Ger. str.	k. w.	Diedrichsen	HAMBURG-AMERIKA LINIE	On 9th June.
HAVRE, BREMEN & HAMBURG, &c...	SHAVONIA ...	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 6th July.
HAVRE, BREMEN & HAMBURG, &c...	KAGA MARU ...	Jap. str.	—	M. Higino	NIPPON YUSEN KAISHA	On 7th June, at D'light
HAVRE, BREMEN & HAMBURG, &c...	WAKASI MARU ...	Jap. str.	—	H. Peterson	NIPPON YUSEN KAISHA	On 14th June, at D'light
HAVRE, BREMEN & HAMBURG, &c...	ATSUTA MARU ...	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 21st June, at D'light
HAVRE, BREMEN & HAMBURG, &c...	SCANDIA ...	Ger. str.	k. w.	Knaissel	HAMBURG-AMERIKA LINIE	On 23rd June.
HAVRE, BREMEN & HAMBURG, &c...	BUELLOW ...	Ger. str.	k. w.	H. Formes	MELCHERS & Co. ...	On 1st June, at 10 A.M.
HAVRE, BREMEN & HAMBURG, &c...	VANDALIA ...	Brit. str.	1 m.	Meissner	HAMBURG-AMERIKA LINIE	On 2nd June.
HAVRE, BREMEN & HAMBURG, &c...	EMPEROR OF INDIA ...	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 10th June, at 6 P.M.
HAVRE, BREMEN & HAMBURG, &c...	MONTEAGLE ...	Brit. str.	—		CANADIAN PACIFIC R. Co.	On 23rd June, at Noon
HAVRE, BREMEN & HAMBURG, &c...	PANAMA MARU ...	Jap. str.	—		OSAKA SHOSEN KAISHA	On 30th inst., 11 A.M.
HAVRE, BREMEN & HAMBURG, &c...	SEATTLE MARU ...	Jap. str.	—		OSAKA SHOSEN KAISHA	On 13th June, at 11 A.M.
HAVRE, BREMEN & HAMBURG, &c...	TANIDA MARU ...	Jap. str.	—		NIPPON YUSEN KAISHA	On 20th June, at 4 P.M.
HAVRE, BREMEN & HAMBURG, &c...	KUMERIC ...	Brit. str.	—		THE BANK LINE, LIMITED	On 18th July, at 4 P.M.
HAVRE, BREMEN & HAMBURG, &c...	NIPPON MARU ...	Jap. str.	—		CANADIAN PACIFIC R. Co.	On 6th June.
HAVRE, BREMEN & HAMBURG, &c...	SIBERIA ...	Brit. str.	—		TOYO KAIKAI KAISHA...	On 2nd June, at 1 P.M.
HAVRE, BREMEN & HAMBURG, &c...	CHINA ...	Brit. str.	1 m.		PACIFIC MAIL S.S. Co.	On 9th June, at 1 P.M.
HAVRE, BREMEN & HAMBURG, &c...	HENRIK IBSEN ...	Brit. str.	—		PACIFIC MAIL S.S. Co.	On 16th June, at 1 P.M.
HAVRE, BREMEN & HAMBURG, &c...	YAWATA MARU ...	Jap. str.	—		PORTLAND & ASIATIC S.S. CO.	On 20th June, at Noon
HAVRE, BREMEN & HAMBURG, &c...	COLENZ ...	Ger. str.	—		NIPPON YUSEN KAISHA	On 9th June, at Noon
HAVRE, BREMEN & HAMBURG, &c...	NIKKO MARU ...	Jap. str.	—		MELCHERS & Co. ...	On 17th June, at D'light
HAVRE, BREMEN & HAMBURG, &c...	NIKYO MARU ...	Jap. str.	—		MELCHERS & Co. ...	On 7th June, at Noon
HAVRE, BREMEN & HAMBURG, &c...	HONGKONG MARU ...	Jap. str.	—		NIPPON YUSEN KAISHA	On 13th June, at 11 A.M.
HAVRE, BREMEN & HAMBURG, &c...	TIKINI ...	Dut. str.	—		THE BANK LINE, LIMITED	On 6th June.
HAVRE, BREMEN & HAMBURG, &c...	CHONGSHING ...	Brit. str.	—		CANADIAN PACIFIC R. Co.	On 10th June, at 6 P.M.
HAVRE, BREMEN & HAMBURG, &c...	NANCHANG ...	Brit. str.	—		TOYO KAIKAI KAISHA...	On 23rd June, at Noon
HAVRE, BREMEN & HAMBURG, &c...	KWONGSANG ...	Brit. str.	—		PACIFIC MAIL S.S. Co.	On 30th inst., 11 A.M.
HAVRE, BREMEN & HAMBURG, &c...	FOOKSANG ...	P. E. FRIEDRICH ...	—		PACIFIC MAIL S.S. Co.	On 13th June, at 11 A.M.
HAVRE, BREMEN & HAMBURG, &c...	NUBIA ...	Brit. str.	—		PORTLAND & ASIATIC S.S. CO.	On 20th June, at Noon
HAVRE, BREMEN & HAMBURG, &c...	SLATONIA ...	Brit. str.	—		NIPPON YUSEN KAISHA	On 9th June, at Noon
HAVRE, BREMEN & HAMBURG, &c...	BOMBAY MARU ...	Jap. str.	—		MELCHERS & Co. ...	On 17th June, at 4 P.M.
HAVRE, BREMEN & HAMBURG, &c...	ANGADA ...	Brit. str.	—		MELCHERS & Co. ...	On 31st inst., at 4 P.M.
HAVRE, BREMEN & HAMBURG, &c...	NIKKO MARU ...	Jap. str.	—		TOYO KAIKAI KAISHA...	About 31st inst.
HAVRE, BREMEN & HAMBURG, &c...	NIKKY MARU ...	Jap. str.	—		JAVA-CHINA-JAPAN LINE	On 8th June, at 11 A.M.
HAVRE, BREMEN & HAMBURG, &c...	TSINGTAO ...	Jap. str.	—		OSAKA SHOSEN KAISHA	On 7th June, at 11 A.M.
HAVRE, BREMEN & HAMBURG, &c...	MOJI MARU ...	Jap. str.	—		OSAKA SHOSEN KAISHA	On 17th June, at 1 P.M.
HAVRE, BREMEN & HAMBURG, &c...	TSINGTAO ...	Jap. str.	—		TOYO KAIKAI KAISHA	On 7th June, at 1 P.M.
HAVRE, BREMEN & HAMBURG, &c...	MOJI & KORE ...	Jap. str.	—		JAVA-CHINA-JAPAN LINE	On 7th June, at 1 P.M.
HAVRE, BREMEN & HAMBURG, &c...	CHONGSHING ...	Brit. str.	1 m.		OSAKA SHOSEN KAISHA	On 7th June, at 1 P.M.
HAVRE, BREMEN & HAMBURG, &c...	TIENTSIN ...	Brit. str.	—		OSAKA SHOSEN KAISHA	On 7th June, at 1 P.M.
HAVRE, BREMEN & HAMBURG, &c...	CHONGSHING ...	Brit. str.	—		TOYO KAIKAI KAISHA	On 7th June, at 1 P.M.
HAVRE, BREMEN & HAMBURG, &c...	FOOKHOU ...	P. E. FRIEDRICH ...	—		JAVA-CHINA-JAPAN LINE	On 7th June, at 1 P.M.
HAVRE, BREMEN & HAMBURG, &c...	YAWATA MARU ...	Brit. str.	—		OSAKA SHOSEN KAISHA	On 7th June, at 1 P.M.
HAVRE, BREMEN & HAMBURG, &c...	COLENZ ...	Brit. str.	—		TOYO KAIKAI KAISHA	On 7th June, at 1 P.M.
HAVRE, BREMEN & HAMBURG, &c...	NIKKO MARU ...	Brit. str.	—		JAVA-CHINA-JAPAN LINE	On 7th June, at 1 P.M.
HAVRE, BREMEN & HAMBURG, &c...						

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP	SUMATRA	11 A.M., 31st	Freight and Passage.
via SINGAPORE, PE.	Capt. W. R. Le Mare	May	
NANG, COLOMBO, PORT			
SAID and MARSEILLES			
SHANGHAI MOJI, KOBE, NUBIA	ARCADIA	About 1st	Freight and Passage.
and YOKOHAMA	Capt. S. Barcham	June	
SHANGHAI			
LONDON via (USUAL PORTS) DELHI	DELHI	Noon, 10th	See Special of CALL
Capt. H. S. Bradshaw		June	Advertisement.
LONDON and ANTWERP	NILE	About 14th	Freight and Passage.
via SINGAPORE, PE.	Capt. E. F. Daldy, R.N.R.	June	
NANG, COLOMBO, PORT			
SAID and MARSEILLES			
SHANGHAI, MOJI, KOBE, SIMLA	SIMLA	About 15th	Freight and Passage.
and YOKOHAMA	Capt. C. D. Goldsmith	June	
	B.N.R.		
For Further Particulars apply to	E. A. HEWETT,		
	Superintendent.		

Hongkong, 29th May, 1911.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOY, TSINGTAU, WEIHAIWEI	KUBICHOW	On 29th May, 4 P.M.
and TIENTSIN		
MANILA, CEBU and ILOIO	KAIFONG	On 30th May, 4 P.M.
BAFOO and NEWCHWANG	NANCHANG	On 31st May, 4 P.M.
HAIPHONG	SINGAN	On 1st June, Noon.
DIRECT SAILINGS TO WEST RIVER. Twice Weekly.		
S.S. "LINTAN" and S.S. "SANUL"		
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried throughout and Electric Fans in the State-rooms and Dining Saloon.		
MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING".		
Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft.		
Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.		
SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS "ANHUA", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.		
Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.		
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.		
FARE, \$45 SINGLE and \$90 RETURN.	BUTTERFIELD & SWIRE,	TELEPHONE 36
For Freight or Passage apply to—	AGENTS.	10
Hongkong, 29th May, 1911.		

INDO-CHINA S. NAV. CO., LTD.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE and MOJI	FOOKNANG	Monday, 29th May, Noon.
SHANGHAI via SWATOW	KWONGSANG	Tuesday, 30th May, Noon.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Wednesday, 31st May, Noon.
MANILA	LOONGSANG	Saturday, 3rd June, 2 P.M.
TIENTSIN	CHONGSHANG	Monday, 5th June, Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "NAMSANG" and "FOOKNANG" leave about every 3 weeks for Shanghai and returning via Kobo (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Tsingtan, Weihaiwei, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 29th May, 1911.

HAMBURG-AMERIKA LINIE
IN CONJUNCTION WITH
DEUTSCHE DAMPF SCHIFFFAHRTS GESELLSCHAFT "HANSA."Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BALEMEN and HAMBURG and to NEW YORK.

TAKING cargo at through routes to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR ROTTERDAM & HAMBURG:	FOR HAYE, BEEMEN & HAMBURG:	FOR MARSILLE, HAYE & HAMBURG:	FOR ROTTERDAM, HAMBURG & ANTWERP:	FOR HAYE & HAMBURG:	FOR NEW YORK:
S.S. SLAVONIA	4th June	S.S. ARCADIA	5th June	S.S. SCANDIA	23rd June	S.S. VANDALIA
S.S. SILVIA	19th June	S.S. FREILENFS	9th June	S.S. SITHONIA	26th June	S.S. VANDALIA
S.S. HELLAS	20th June					
S.S. SPEZIA	1st July					
S.S. SILESIA	12th July					
S.S. PREUSSEN	28th July					
S.S. ALESIA	9th Aug.					

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

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Hongkong, 23rd May, 1911.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS CAPTAIN LEAVING.

"HAICHING" Capt. W. C. Pasmore, TUESDAY, 30th May, at 11 A.M.

"HAIYANG" Capt. A. E. Hodgins, FRIDAY, 2nd June, at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" Capt. J. W. Evans, WEDDAY, 31st May, at 11 A.M.

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & CO.,

GENERAL MANAGERS.

Hongkong, 27th May, 1911.

SWEDISH EAST ASIATIC
CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILINGS.

SHANGHAI, YOKOHAMA, KOBE & MOJI: "NIPPON" On 15th June.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

46] YORK BUILDINGS, TOP FLOOR.

TOYOKISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS TONS CAPTAIN DATE OF SAILING.

NIPPON MARU 11,000 H. S. Smith FRIDAY, June 2nd, 1 P.M.

CHIYO MARU 21,000 W. W. Greeno FRIDAY, June 30th, 1 P.M.

AMERICA MARU 11,000 A. G. Stevens FRIDAY, July 21st, 1 P.M.

TENYO MARU 21,000 E. Bent FRIDAY, July 23rd, 1 P.M.

† Triple Screws, turbine engines. † Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. THE Twin Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOAIKI, YOKOHAMA and HONOLULU, on FRIDAY, 2nd June, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO), Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS TONS CAPTAIN DATE OF SAILING.

HONGKONG MARU 11,000 H. Hinokuma SATURDAY, June 17th, 1 P.M.

KIYO MARU 17,500 H. Nishi SATURDAY, Aug. 15th, 1 P.M.

UYO MARU 10,500 K. Hashimoto SATURDAY, Oct. 14th, 1 P.M.

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.

FARES FROM HONGKONG.

to SAN FRANCISCO \$45-0-0, Single.

to NEW YORK \$60-0-0, Single.

to LONDON \$71-0-0, Single.

to MANZANILLO \$120-0-0, Return 6 Months.

to SALINA CRUZ or MANZANILLO \$125-0-0, Single.

to VALPARAISO \$570-00, Single.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families who are travelling at their own expense:

TO EUROPEAN POINTS—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS—Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul General, Consuls and Vice-Consuls stationed at Ports of Call.

TO ALL POINTS—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificient steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSDA, LOCAL MANAGER, KING'S BUILDING (Opposite Blake Pier).

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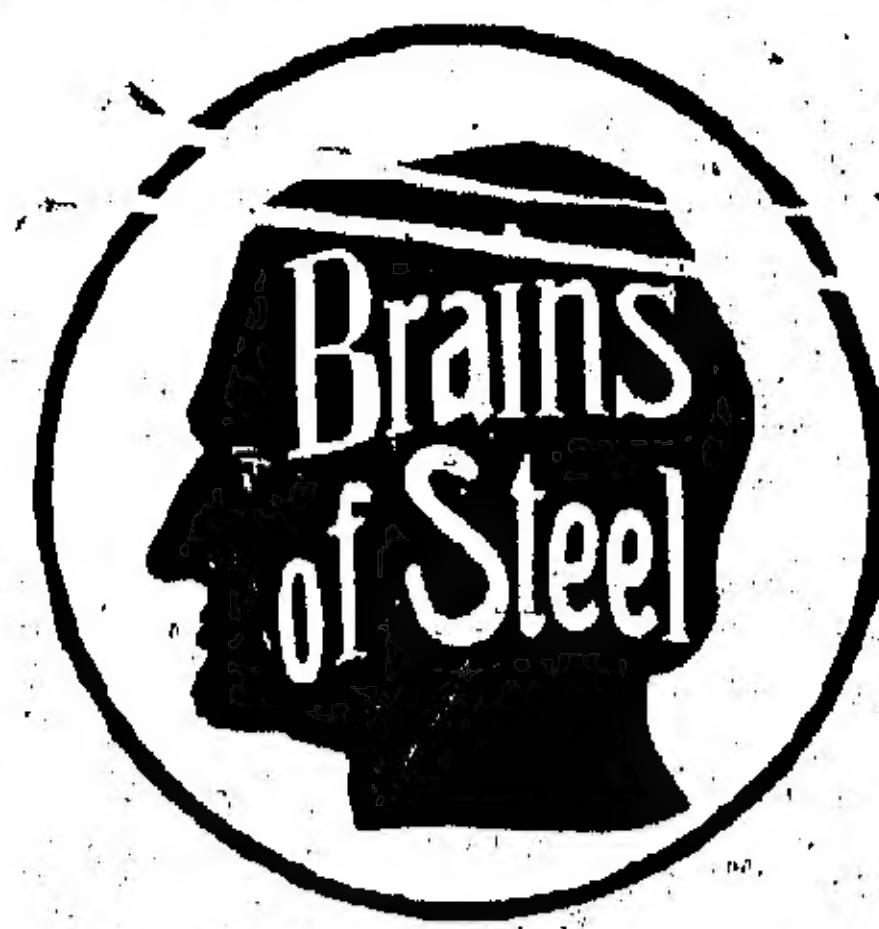
NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS TONS SAILING DATES.

MARSEILLES, LONDON



"BRUNSVIGA"
CALCULATING
MACHINE

GRIMME, NATALIS & Co.,
BRAUNSCHWEIG.

For inspection apply to the

Sole Representative for Hongkong and China

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

D. SCHOLTE & CO.,
AMSTERDAM.

Exceedingly well placed for export of
ENAMELED GOODS, PORCELAIN,
SINGLETS, SWEATERS,
WHITE AND GREY SHIRTINGS,
DRILLS AND SPANISH STRIPES.

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Hoehl Extra Dry
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Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

[670-22]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Siberia, with the American Mail, may be expected here to-day, The P. E. Frederick, with the German Mail of the 3rd inst., left Singapore on Friday, the 26th inst., at 8 a.m., and may be expected here to-morrow.

FOR	FROM	DATE
Shanghai, Kobe and Moji SIBERIAN MAIL TO EUROPE	Foochow	Monday, 29th, 11.00 A.M.
Macao	Su Tai	Monday, 29th, 1.15 P.M.
Singapore	Bayern	Monday, 29th, 3.00 P.M.
Amoy, Tsingtao, Weihaiwei and Tientsin	Kueichow	Monday, 29th, 3.00 P.M.
Singapore, Colombo and Bombay	Tosa Maru	Monday, 29th, 5.00 P.M.
Pakhoi and Haiphong	Hanoi	Tuesday, 30th, 9.00 A.M.
Kedung, Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma	Panama Maru	Tuesday, 30th, 10.00 A.M.
Swatow, Amoy and Foochow	Haiching	Tuesday, 30th, 10.00 A.M.
Swatow and Shanghai	Kwongsa	Tuesday, 30th, 11.00 A.M.
Macao	Sui Tai	Tuesday, 30th, 1.15 P.M.
Manila, Cebu and Iloilo	Katlong	Tuesday, 30th, 3.00 P.M.
Manila, Cebu and Iloilo	Rubi	Tuesday, 30th, 3.00 P.M.
Singapore, Penang and Calcutta	Kutsang	Wednesday, 31st, 10.00 A.M.
Swatow	Hainan	Wednesday, 31st, 10.00 A.M.
Singapore, Penang and Colombo	Sumatra	Wednesday, 31st, 10.00 A.M.
Chefoo and Newchwang	Neckang	Wednesday, 31st, 3.00 P.M.
EUROPE, &c., INDIA VIA TUTICORIN,		
Haiphong	Bidow	Thursday, 1st, 5.00 (on Wednesday 31st inst.)
Swatow, Amoy and Foochow	Singan	Thursday, 1st, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO (SIBERIAN MAIL TO EUROPE)	Haiyang	Friday, 2nd, 10.00 A.M.
Manila, Cebu and Iloilo	Nippon Maru	Friday, 2nd, Printed Matter and Samples, 9.00 A.M.
Tientsin	Loongsang	Saturday, 3rd, 1.00 P.M.
EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Cheongshing	Monday, 5th, 11.00 A.M.
Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Nera	Tuesday, 6th, Printed Matter and Samples, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Yanata Maru	Friday, 9th, 10.00 A.M.
Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Delhi	Saturday, 10th, Printed Matter and Samples, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Empress of China	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O., 10.00 A.M. No late fee. Letters, NOON.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.) SIBERIAN MAIL TO EUROPE		Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O., 10.00 A.M. No late fee. Letters, 11.00 A.M.

MONEY LETTERS—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 121).

COMMERCIAL

**EXCHANGE
CLOSING QUOTATIONS.**

May 27th.

ON LONDON—
Telegraphic Transfer 193
Bank Bills, on demand 194
Bank Bills, at 30 days' sight 194
Bank Bills, at 4 months' sight 194
Credits, at 4 months' sight 194
Documentary Bills 4 months' sight 194

ON PARIS—
Bank Bills, on demand 228
Credits, at 4 months' sight 232

ON GERMANY—
On demand 184

ON NEW YORK—
Bank Bills, on demand 44

Credits, at 60 days' sight 45

ON BOMDAY—
Telegraphic Transfer 1343

Bank, on demand 135

ON CALCUTTA—
Telegraphic Transfer 1343

Bank, on demand 135

ON SHANGHAI—
Bank, at sight 744

Private, 30 days' sight 753

ON YOKOHAMA—On demand 884

ON MANILA—On demand 883

ON SINGAPORE—On demand 774

ON BATAVIA—On demand 1084

ON HAIKONG—On demand 1124

ON SAIGON—On demand 1443

ON BANGKOK—On demand 943

BOVERBEGHS, Bank's Buying Rate 311.00

GOLD LEAF, 100 fine, per tael 357.20

BAR SILVER, per oz 244.00

SUBSIDARY COINS per cent.

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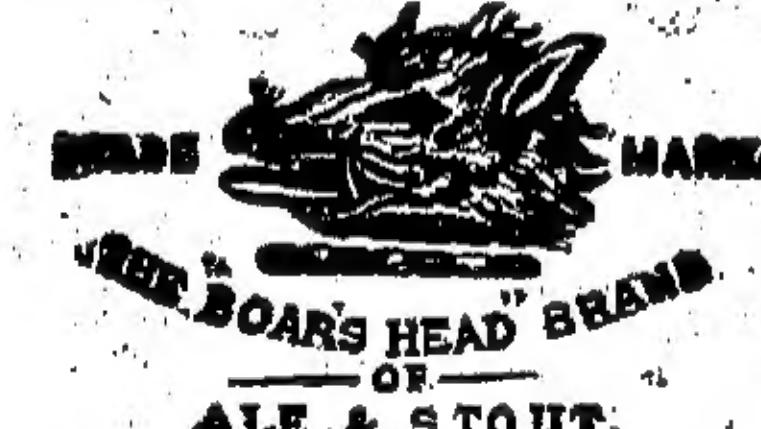
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TO-DAY
3 P.M.—Auction of Crown Land at South of
Victoria Road, by Public Works Dept.

TO-MORROW
Noon—Extraordinary General Meeting of Geo.
Fenwick & Co., Ltd., at Hongkong Hotel.

FORTHCOMING EVENTS
Friday, 2nd June—Auction of Machinery, &c.,
at the Godown situated in Wild-dell.

Wednesday, 7th June—Twenty-sixth Annual Or-

inary General Meeting of A. S. Watson & Co., Ltd., at Hongkong Hotel, 11.30 A.M.

Saturday, 12th June—Extraordinary General
Meeting of the National Bank of China, Ltd.,
12.30 P.M.

OPIUM.

May 16th.

Quotations are:—

Malwa New \$2,250/2,300 per picul.

Malwa Old \$2,320/2,350 "

Malwa Older \$2,370/2,390 "

Malwa V. Old \$2,420/2,450 "

Persian fine quality \$1,125 "

Persian extra fine \$2,025 "

Patna New \$2,375 per chest.

Banaras New \$2,375 "

Banaras Old \$2,325 "

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